MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

Thomas H. Kean, Governor
Roger A. Bodman, Commissioner
June 1985
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A NEW ERA FOR NEW JERSEY

Story on page 3

Governor Thomas H. Kean looks on as Roger A. Bodman addresses the standing room only crowd gathered in the New Jersey Senate chambers to witness his swearing in as Transportation Commissioner on May 10.

DOT regulates hazardous materials transport

The movement of hazardous materials in New Jersey, one of the most critical concerns of the 1980's, came under the jurisdiction of the New Jersey Department of Transportation on March 28.

The Department began implementing a series of regulations for the transport of hazardous materials in the state on that date.

These regulations, which are in general conformance with federal laws for the interstate shipment of hazardous materials, have been drafted, refined and revised by the Department's Office of Freight Services over the past year.

They came about as a result of legislation enacted in December 1983 which designated the DOT as the lead agency in developing regulations for the transport of hazardous materials within the state.

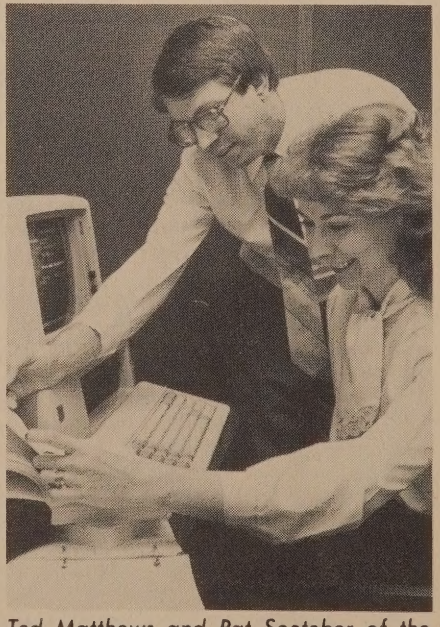
The law gave the Department a year to come up with a set of regulations and with a report on the incidence and means of transportation of hazardous materials within the state.

Before that year had expired, Freight Services had more than met the legislative challenge.

In short order, guided by Freight Services Director Ken Kyte, staff member Ted Matthews and Pat Soeteber set out to learn all they could about hazardous materials and the federal regulations governing their transport.

They attended conferences and training courses along with members of the New Jersey State Police Office of Hazardous Materials Compliance and Enforcement. That office was created by the legislation as the enforcement arm of the hazardous materials regulations.

One of these was the USDOT's State Hazardous Materials Enforcement Development (SHMED) conference. SHMED provides funds to states for the enforcement of hazardous materials regulations.



Ted Matthews and Pat Soeteber of the Department's Office of Freight Services use a computer to obtain the latest federal information on the transport of hazardous materials.

In the meantime, in accordance with the state's requirement for cooperation with other state agencies regarding hazardous materials, they organized a hazardous materials working group. The group was composed of representatives of state agencies as well as the transportation and shipping industries.

Individual meetings will the members provided feedback and recommendations on how to proceed with the rulemaking from the environmental, technical, practical and enforcement viewpoints.

In addition to Matthew's and Soeteber's formal technical training, they gained additional insights by attending statewide and national forums dealing with the subject of hazardous materials.

These included a hazardous materials transportation safety conference, sponsored jointly by the New Jersey Motor Truck Association and the Hazardous Materials Advisory Council, as well as joint technical meetings of the Commercial Vehicle Safety Alliance, the SHMED Program and the Motor Carrier Safety Assistance Program.

As far as they gathered information, they distilled it for use in the preparation of the regulations. At the same time they

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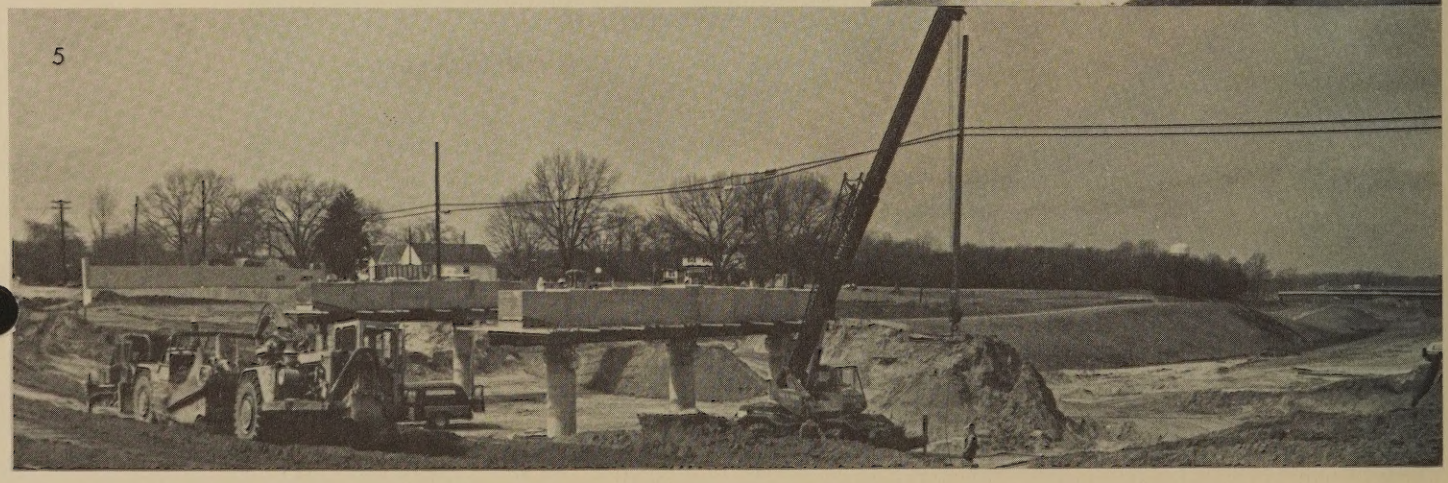
SIGNS OF THE TIMES: 1. I-287 from Piscataway to Bridgewater 2. Ironworker on the now completed Grassy Sound Bridge in Stone Harbor 3. Rt. 130 Rancocas Creek Bridge in Burlington County 4. Route 1 in Lawrence Township 5. Rt. 55 Freeway in Deptford.



New Jersey begins record road, bridge repairs; slower speeds, public transit, 'pooling' urged

This first full year of construction funded by the New Jersey Transportation Trust Fund is well under way as the Department of Transportation continues the task of rehabilitating and improving New Jersey's highways and bridges and completing the missing links in the interstate system.

This is the most extensive construction and repair program in decades. The $3.3 billion Transportation Trust Fund will provide about $1 billion for public transit and $2 billion for highways and bridges.

Critically needed repairs to six bridges on I-287 from Piscataway to Bridgewater in Middlesex and Somerset Counties forced the closure of the northbound lanes in February and will continue through the fall with the southbound side slated for the same type of deck repair from March through October 1986. During both phases of the repair, the six-lane superhighway will be reduced to four.

A bridge repair project of this size is unprecedented in New Jersey, especially on such a heavily traveled route as I-287. To help ease the crunch for motorists, the DOT and NJ TRANSIT established park and ride lots served by specially contracted buses.

Other bridge repair projects, including Route 495 (the entrance to the Lincoln Tunnel) in Hudson County, and I-78 and I-80 from Warren County to the Hudson River, will have similar impacts on the traveling public during the next two years. The DOT is currently exploring ways to mitigate the effects of the projects on motorists, especially in the eastern half of the state where average daily traffic volumes are significantly higher.

In Burlington and Mercer Counties, work continues on the joining of I-295 and I-195 which now end in Bordentown and Hamilton township respectively. The Trenton Complex, as it is called, is expected to be finished in 1988 offering travelers easy access to the capitol area and relieving local streets of their heavy traffic burden.

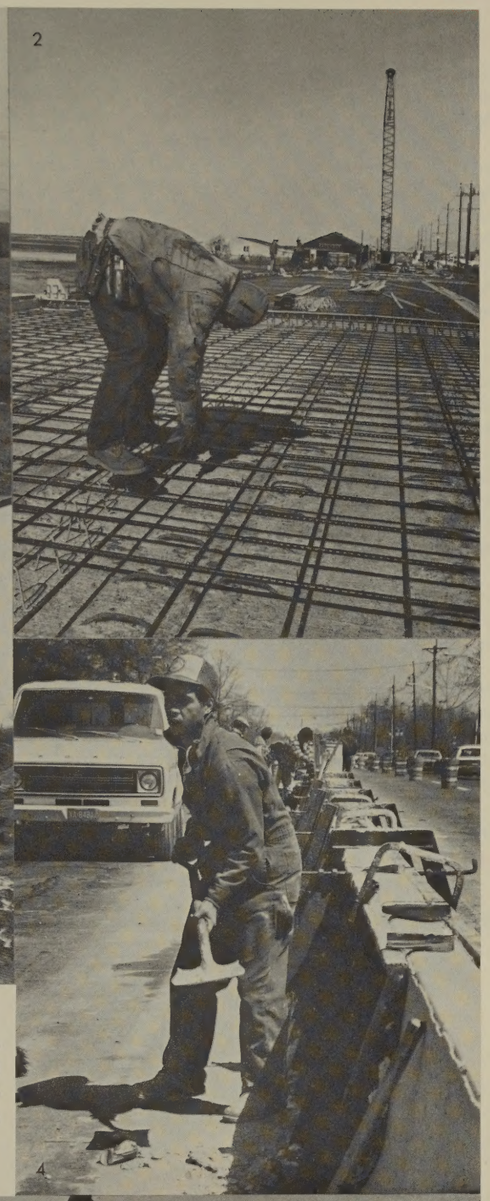
The results of the Trust Fund's $50 million resurfacing program can be seen statewide. More than 350 lane miles of resurfacing were accomplished last year and several hundred more will be completed before the end of this construction season. The benefits include smoother, safer roads year round as well as fewer, less serious potholes when spring arrives.

The 1983 Bridge Bond Issue continues to fund needed repair and replacement of bridges on both local and state road networks. More than 400 bridges will be affected by the program.

In addition, county and municipal roadways are reaping the benefit of the $15 million local aid package included in the legislation which created the Trust Fund Authority. With more than $140 million in applications received from municipalities, the program can reach only the most critical local needs. Nonetheless, many of those improvements have been on hold for years so the program offers welcome relief.

With so many projects under construction statewide, the Garden State's $42 billion taxpayer investment is well on the way to becoming once again the best transportation system in the nation.

MORE TO COME: This stretch of I-80 will be among the repairs scheduled in the coming fiscal year.



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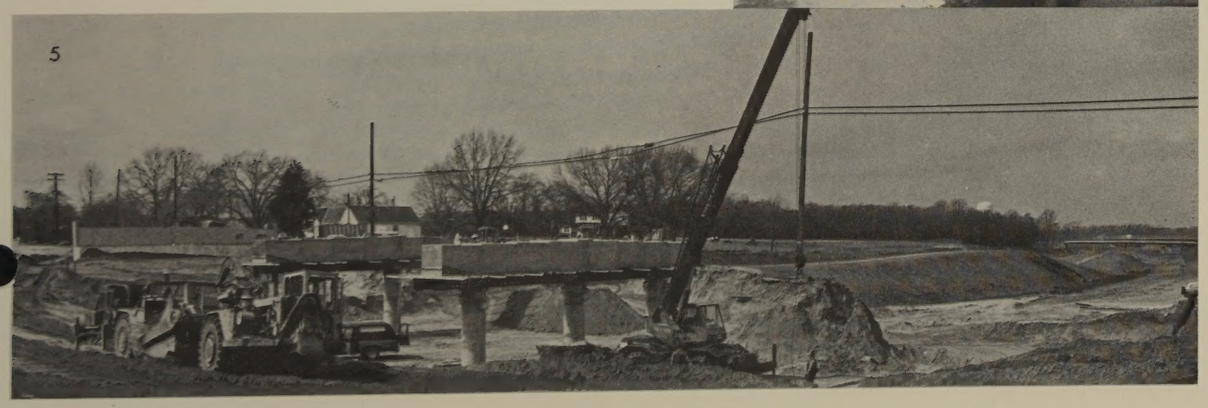

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The Hudson Waterfront's future is here

The next 10 years will see a dramatic change in the skyline of New York Harbor, with the greatest change taking place on the New Jersey side of the Hudson River Waterfront.

In the 18-mile stretch between George Washington Bridge and Bayonne, two dozen major projects are underway or planned—from the renovation of historic old terminals into office space to creation of a mini-city, a modern "Venice on the Hudson," overlooking the Statute of Liberty.

The proposed investment over the next 20 to 30 years could reach $10 billion. Already planned are 25,000 residential units five hotels and more than 1,000 marina slips. Already available in renovated rail terminals and warehouses are hundreds of thousands of square feet.

Attractive as this development may be, as beneficial to New Jersey's economy, as enhancing to the state's image, it is taking place in an area plagued by limited transportation access and overburdened transportation facilities. This conflicting set of circumstances very early aroused the concern of the Department's Bureau of Statewide Planning. The Bureau recommended that a study be made of the transportation demands and traffic impacts that can be expected.

Today that recommendation has evolved into the Hudson River Waterfront Study, a cooperative broad-based examination of the waterfront district by NJDOT, NJ TRANSIT, the New York-New Jersey Port Authority, affected county and local governments and developers.

"We saw the need to look at the waterfront as a whole," said John Obermeier, Director of DOT's Division of Comprehensive Transportation Planning.

He gave two reasons:

—to get a good understanding of the transportation services needed for development,

—to see how these transportation demands relate to the transportation system which also has to serve trans-Hudson traffic.

The study began shortly after Governor Thomas H. Kean announced the creation of a 10-member Hudson River Waterfront Development Committee and the opening of a permanent Hudson River Waterfront Committee office in Jersey City.

Alfred Harf, Director of Planning and Research at DOT, and Obermeier through frequent meetings with representatives of the Port Authority, NJ TRANSIT, local officials and developers discuss alternative solutions plans in light of that reconcile the area's transportation limitations and new development transportation needs.

Frank Weiss, a supervising planner, does field reconaissance, working with the consultant, confirming with developers, and their consultants insuring a mutual understanding of needs and concerns.

"If we see a problem with a proposal, we try to work with the developer to provide better transportation access," Weiss said.

Consultants for the transportation study are Parsons, Brinkerhoff, Quade and Douglas, Inc., of New York City.

"The initial findings of the study indicate that there is not just one solution to the problem of transportation for the waterfront," Obermeier said. "You cannot just provide transportation services by highway construction. The major service will have to be supplied by transit. We will have to find ways of providing alternate transit services. We will have to find out how to intercept people driving to

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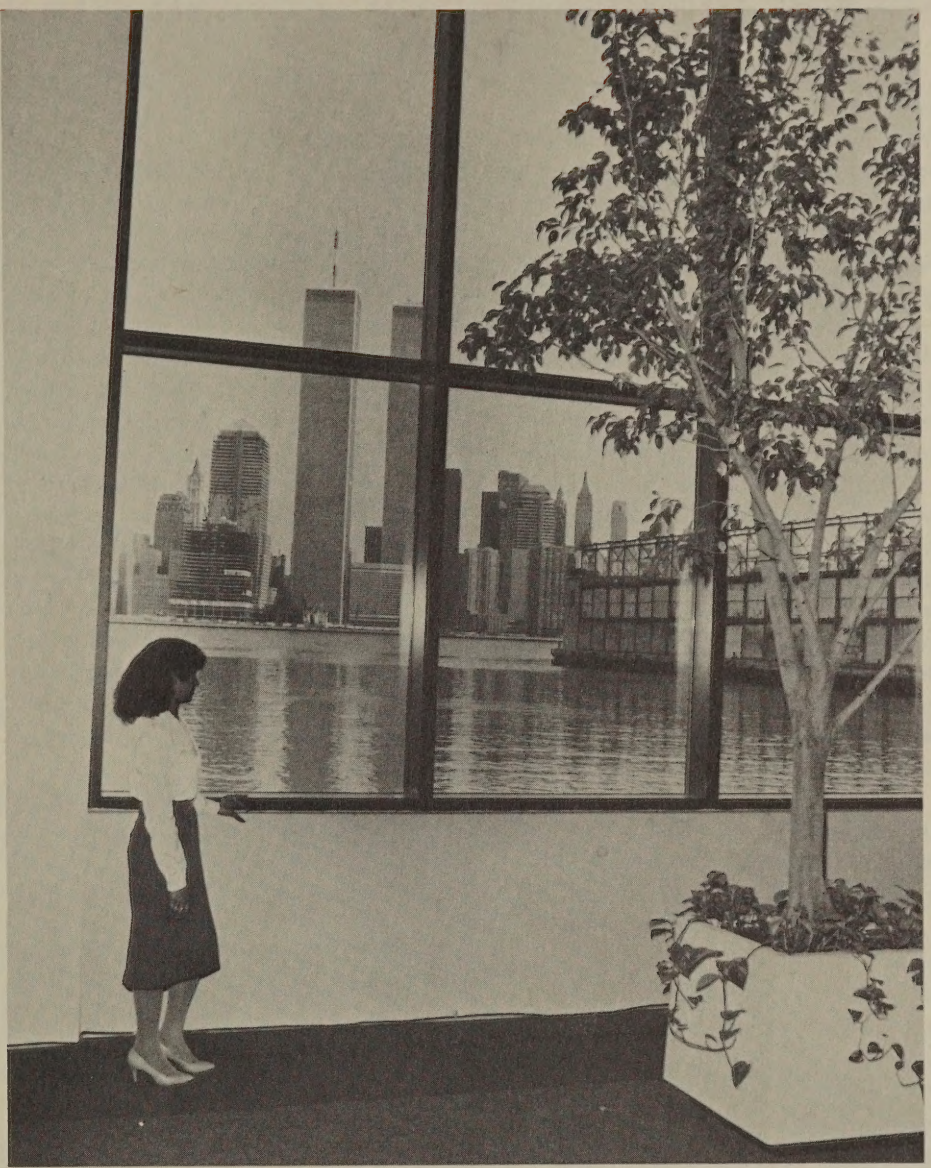

An employee in one of the new office buildings on the Hudson waterfront stops to admire the view.

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Hudson Waterfront transportation

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work to get them to the waterfront by transit."

"We came up with three different growth scenarios—low, medium and high, for the years 1990 and 2000," he said. "We are testing these scenarios along six different lines of development. Each is tested for expected transportation impact and expected transportation needs."

In a preliminary report, the consultants noted that the Hudson River waterfront was once a mjor terminal area for railroads, and that today there remain a number of abandoned and underused rail yards, rail rights-of-way and tunnels. They cite as of particular importance the tunnels the rights-of-way which connect the waterfront with areas west of the Palisades.

The north-south freight rail rights-of-way along the river can be used for public transit, with the tunnels providing the link to the area west of the Palisades.

The planners are hoping to complete the study and to provide a transportation plan for the waterfront this summer. Harf predicted early implementation of some of the plan's recommendations by the end of this calendar year.

They will probably include a busway at the base of the Palisades and improvements to an existing freight line west of the Palisades to facilitate relocation of freight train operations from the waterfront.

"The study will chart a course of what has to be done. It will set off a round of one-on-one negotiations with municipal officials and developers seeking their cooperation in implementing these proposals. The form we hope that cooperation will take will be defined in the plan," Harf said.

The plan will call for some highway improvements, but the main thrust of the proposal will be directed toward mass transit, Harf said.

This will involve participation by the private sector, and the local communities in the financing of transportation improvements, with some state funding involved, Harf explained.

Hazardous materials

(Continued from page 2)

were researching and writing the required report to the Legislature on the "Incidence and Movement of Hazardous Materials in New Jersey."

The 53-page report demonstrates the need for the hazardous materials regulations. According to the report, in 1982 intrastate hazardous material tonnage in New Jersey was estimated at 937,060 tons. Between 1971 and 1983 there were 3,238 hazardous material incidents recorded in New Jersey resulting in six deaths, 324 injuries (mostly minor) and $3.2 million in damages.

Improving those statistics will now be a major activity of the Office of Freight Services.

The booklet Regulations Governing the Transportation of Hazardous Materials *(NJAC16:49) is available upon request.*

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Mark your calendars

TRANSACTION '85, the ninth annual New Jersey Statewide Transportation Conference, will be held June 27-29 at the Holiday Inn, Davidson Avenue, Somerset. For information call Frank T. Reilly at Morris County Transportation, 201-829-8185.